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the trade of French colonies follows the British flag is almost unfair. To the student of economic problems there is something disappointing in a chapter which regrets that our country failed to secure the Congo State, yet proves that it takes a mighty fleet to protect single isolated coaling stations; which extols the "open door," and explains our steadily declining foreign commerce by the lack of foreign territory over which we may establish those restrictive navigation measures which have caused our foreign trade to seek foreign flags.

Six pages suffice to contrast colonial policies, while seven pages tell the possibilities of our new possessions. In these chapters there is that genial disregard for detail which made possible the statement that our foreign commerce is steadily declining, when the author meant the proportion of our foreign trade which sails in American bottoms. But a substantial service has been done in placing before the public in a most attractive manner the possibilities of Eastern trade and the great advantage which the United States enjoy by virtue of their location and their extended seacoasts.

W. H. ALLEN.

UNIVERSITY OF PENNSYLVANIA.

Suggestions toward an Applied Science of Sociology. By EDWARD PAYSON PAYSON. New York: G. P. Putnam's Sons, 1898. 12mo. pp. ix + 237.

THE main proposition of this book, as expressed in the preface, is that "a physical, as distinguished from though not antagonistic to an animistic science of Sociology can now be formulated and practically utilized." The time has come, we are assured, "when knowledge of and power of manipulating the human organism can be made the basis for a science of the improvement of communities." These encouraging remarks awaken expectations which are not realized in reading the book. Instead of an attempt to construct a new sociology on the basis of our "knowledge of and power of manipulating the human organism," we find a long discussion of "ideas having sensible correlatives-in-fact," and ideas devoid of these concomitants, of consciousness and kindred words, and of the physics of the same. There is a cheerful optimism displayed in the book, and the author follows a more or less sophomoric method of presentation. At the 119th page we are supposed to be prepared for the disclosure of the idea that "the science of

sociology . . . should be a science of fact." "This," says the author, "is the philosophical deduction from the foregoing considerations." A pretty small mouse from the travail represented by half a book! When the author arrives at his "applications," a few more or less commonplace suggestions in regard to public philanthropy, the treatment of criminals, education, etc., are advanced. There is nothing new, and much that is tiresome. A candid estimate places this volume in that numerous class of books on sociology which, after doing what they may to discredit the science, take their place on the shelves of second-hand book dealers at a greatly reduced price.

I. W. H.

The Story of the Railroad. By CY WARMAN. New York: D. Appleton & Co., 1898. 8vo, pp. xviii + 280.

THE economic importance of railroads rather than anything contained in this volume, or in Mr. Warman's method of treating the subject, must be the excuse for a notice of this popular book in the *JOURNAL OF POLITICAL ECONOMY*. The student, however, who overlooks the conditions graphically set forth in this and similar books will never be able to understand the situation of the pioneer railways. The struggles of the construction engineers to overcome the difficulties of the mountain and the desert, furnish a tale of no less thrilling interest than the account of the contemporaneous struggle they carried on with the red men. Most of us have forgotten, if we ever knew, that this subjugation of the wilds has all taken place in our own time. The first of the Pacific roads was completed only thirty years ago, yet in that short space of time half a continent has been civilized, or at least has had the picturesque features of its wildness removed. And in this process the railway has been the one indispensable factor. The description of the conditions confronting the engineer and construction party on each of the great transcontinental lines makes it possible for the pleasure seeker passing over those lines in luxury today to realize something of the influence of the railway and the change it has wrought.

The accounts of camp life and pioneer conditions show one reason, and a very important one, for larger construction accounts, for larger railway capitalization, than would be required to build those roads under conditions existing today. Whether it be the Union Pacific, the Santa Fé, the Northern Pacific, the Canadian Pacific, the Denver and Rio Grande, or the Mexican railways which are described, the same